

COUNTRY Germany (Soviet Zone)

TOPIC Neuruppin Airfield

25X1C

EVALUATION see below

PLACE OBTAINED

DATE OF CONTENT 6 to 21 May 1952

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DATE OBTAINED

DATE PREPARED 17 June 1952

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REFERENCES

PAGES 2

ENCLOSURES (NO. & TYPE)

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REMARKS

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SOURCE

1. Between 2:50 and 4:15 p.m. on 15 May, formations of four planes practiced flying at Neuruppin airfield for 15 to 17 minutes. The formations flying was generally very well performed. During the afternoon, source observed the following red numbers of the aircraft which participated in flying: 1176, 1189, 1249, 1540, 2335, 2416, 2467 and 2481. At 4:30 p.m., the swept-back jet fighters discontinued air activity. At 4:35 p.m., 19 MiG-15s or type 29s, 3 Yak-11 and 2 U-2s were counted at the field. (1)

2. The rake-like antenna which had been observed near the officers' billets on 21 April, was no longer there on 10 May. (2) A horizontal loop antenna which was not rotatable was observed on the southeastern section of a low wooden building which was formerly occupied by the construction staff. It appeared that all planes engaged in instrument approach flights after 10 May flew over this low building. (3)

3. The ammunition dump east of Wittstocker Allee was guarded by air force soldiers during the first half of May. On 10 May, an army soldier was on guard there.

4. Between 10:20 and 10:50 a.m. on 18 May, five groups each consisting of an officer and 15 EM who wore black-bordered blue epaulets were observed marching toward Wittstock. The officers were armed with pistols and carried map cases. The EM carried rifles, blankets, field bags and mess kits. (4)

5. On 7 May, source observed four air force officers in Neuruppin who wore aviation badges with a bomb. The officers came from the airfield. (5)

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6. On 13 May, flying activity was observed at the field. At 6:30 p.m., two MiG-15s with auxiliary fuel tanks crossed Neuruppin in north to south direction at an altitude of about 150 meters. At 7:05 p.m., a Pe-2 landed at the field, coming from the east. On 14 and 15 May, there was flying by MiG-15s some of which flew above the clouds. No flying was observed on 20 May. The sky was overcast at an altitude of 400 to 500 meters. At 9 a.m. on 21 May, the engine of a MiG-15 was being warmed up. Shortly afterwards, the plane took off and disappeared behind clouds. Between 9 a.m. and noon, there was local flying by U-2s. The weather was hazy.

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7. At 9:30 a.m. on 22 May, a MiG-15 took off and climbed at a steep angle to the base of the clouds at an altitude of 2,500 meters. After diving at a steep angle, the plane landed. No other air activity was observed up to 12:30 p.m. At 12:30 p.m., 19 MiG-15s or type-29s and 3 single-engine planes with radial engines were parked at the field. Between 8:30 a.m. and about noon on 23 May, five U-2s practiced flying in wedge formation. Since the planes were not observed at the field after 11:50 a.m. source believed that they had come from another airfield. Between 9 a.m. and noon on 24 May, no flying was observed. At 4 p.m. 19 MiG-15s or type-29s and 3 single-engine aircraft with radial engines were counted at the field.

8. The bakery of the consumers' association in Neuruppin daily supplied the units in Neuruppin with 700 to 800 kg of bread. Another 300 kg were delivered to units which were not stationed in Neuruppin. (6)

9. The previously reported telephone line was an overhead line with solid poles and porcelain insulators. Six lines were strung over some insulators; others were still unused. The line extended from the north eastern corner of the field and the rear side of the Panzer Kaserne, across the Rhin River to the neck of land about 500 meters south of the sluice near Altruppin. For this line a clearing 25X1C had been cut eastward into the woods on the northeastern side of the Rhin River.

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Comments.

(1) The occupation by only 19 MiG-15s which was also observed by source 2 on 22 May, is not believed to represent the total occupation of the field. There must be about 30 aircraft at the field including the 19 new MiG-15s which arrived in crates on 4 April 1952. See [redacted]. It appears that only a portion of the available aircraft are used for flying; another portion are still in crates or parked in the hangars. Source observed high aircraft numbers of the 21xx and 22xx series. The aircraft numbers 1176, 1189 and 1249 were observed at Neuruppin airfield prior to the transfer of the old fighter regiment to the U.S.S.R. in the fall of 1951. After that date, these numbers were again observed for the first time on 15 May 1952. As the numbers were not observed in the meantime, it is believed possible that they were painted on newly arrived aircraft.

(2) The rake-like antenna which possibly belongs to an unidentified radar set was previously reported. See [redacted]. Source could not give any more details on this set.

(3) Such an antenna has not been observed at other airfields in the Soviet Zone of Germany.

(4) Soldiers of ground units of the fighter regiment were probably engaged in field exercises.

(5) Aviation badges representing a bomb were previously reported only from airfields at which ground attack or bomber units are stationed. It appears possible that this special insignia is worn by pilots of fighter units who are trained as bombardiers.

(6) As the daily bread ration per soldier is not known, the strength cannot be inferred from the reported bread quantity. However, it is believed that the total personnel strength of the fighter regiment including all ground units may number about 700; hence the average daily bread ration may be 1 kg.

(7) The report contains no new information. Significant is the light air activity after mid-May, probably because of unfavorable weather.

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SECURITY INFORMATION

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